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A Hoosier Centenarian

"The Monon"

JOHN W. BARRIGER

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GENEALOGY

"We are American Newcomen to do naught [illegible] our work is well done, we succeed in sharing with America a strengthened inspiration to continue the struggle towards a nobler Civilization—through wider knowledge and understanding of the hopes, ambitions, and deeds of leaders in the past who have upheld Civilization's material progress. As we look backward, let us look forward."

—CHARLES PENROSE
Senior Vice-President for North America
The Newcomen Society of England

This statement, crystallizing a broad purpose of the Society, was first read at the Newcomen Meeting at New York World's Fair on August 5, 1939, when American Newcomen were guests of The British Government

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A HOOSIER CENTENARIAN—"*THE MONON*"

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"It is *of a State* rich in the traditions of its people, vibrant in its energy to go forward in American Life and in American Progress, and *of a railroad* uniquely a part of the history and development of that State—it is *of these two*, inseparably linked together, that I wish to speak: *upon this 100th Anniversary*."

—John W. Barriger

"The railroad, distinctly a Hoosier institution, whose Centenary American Newcomen happily honors today, was born in Indiana on June 8, 1847, during that colorful period of dynamic expansion when the sixty-year-old republic of the United States of America was just attaining its full stature. What led up to the birth of this railroad, what ambitions for its useful and important service inspired its founders, what has been its destiny—into these we shall inquire."

—John W. Barriger

A Hoosier Centenarian

"The Monon"

JOHN W. BARRIGER

MEMBER OF THE NEWCOMEN SOCIETY
PRESIDENT
THE CHICAGO, INDIANAPOLIS & LOUISVILLE RWY. CO.
"THE MONON ROUTE"
CHICAGO

THE NEWCOMEN SOCIETY OF ENGLAND
AMERICAN BRANCH NEW YORK

1947

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This Pilgrimage Address, based upon early history of "The Monon" and upon contemporary sources of life in Indiana a century ago, was delivered during the "1947 National Pilgrimage" of The Newcomen Society of England, celebrating the Centenary of "The Monon" and held at French Lick, Indiana, U.S.A., on August 6th-7th, 1947

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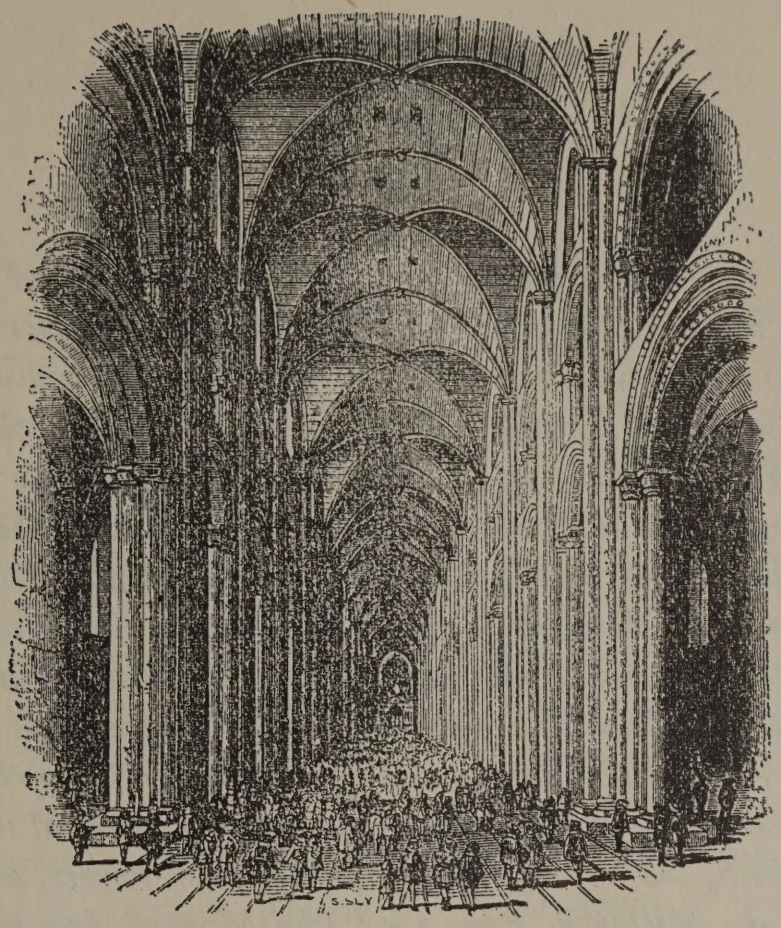


"It must be remembered that while the life span of American history embraces a little more than four and one-half centuries, but one-third of that entire period has passed since the United States became a nation.

"While our institutions, character, and traditions were forged in the crucible of the first three hundred years, the economic and industrial development of the continent awaited the arrival of the railroads to unlock its vast treasure of internal resources and open wide the land for settlement."

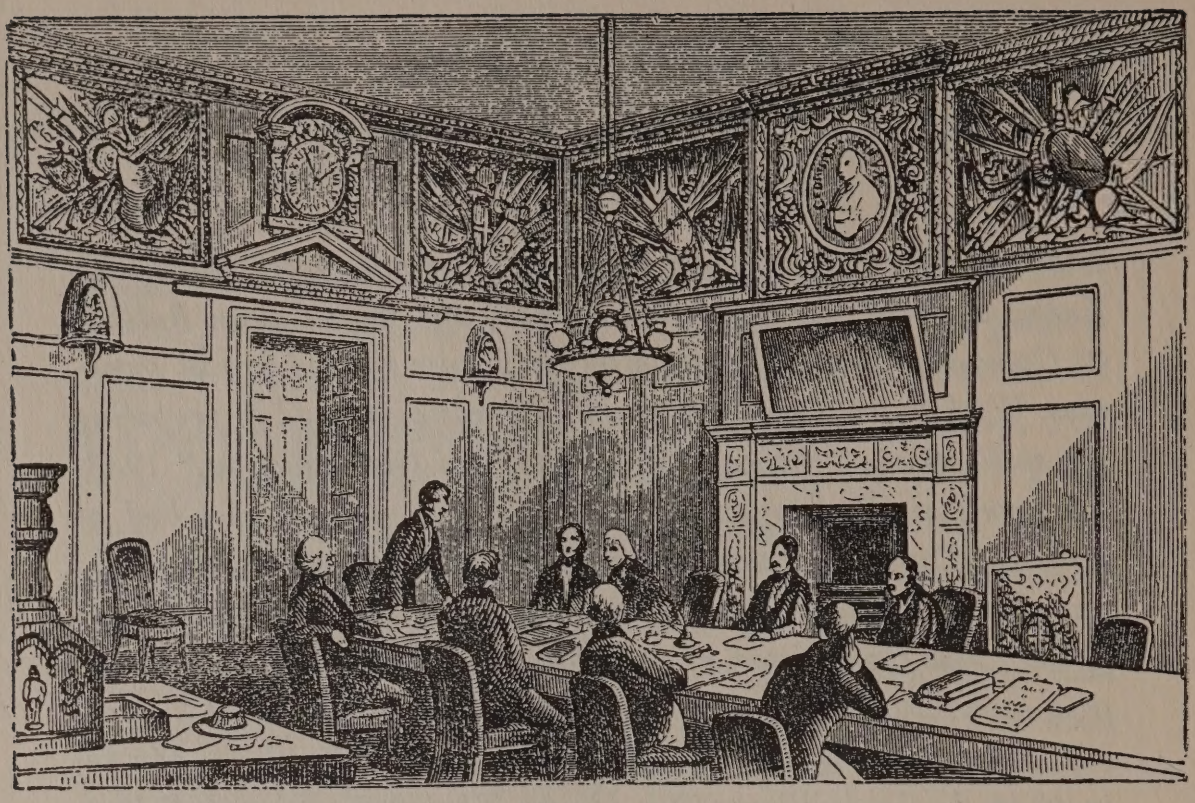
—John W. Barriger

Biographical Sketch of The Author

INDIANA *has colorful history! Old Vincennes was settled as early as 1702; Fort Wayne in 1794. In 1813, the seat of State government was at Corydon, in Harrison County; in 1821 it was moved to a place named Indianapolis by the Indiana Legislature. The "Hoosier State" is rich in picturesque early history. The Wabash River has figured in dramatic story and song. Upon Lake Michigan, great steamers enter Indiana ports of Gary and Indiana Harbor; iron ore is brought for steel mills of the Calumet region. Commerce and trade, and industry and agriculture, have been backbones of Indiana's economic past—and transportation has been a key to her consistent prosperity during a century. Before railroads came, men relied mostly upon navigation upon waters of the Ohio, the Wabash, the White, and the Whitewater Rivers, and upon broad Lake Michigan. Rails for "The Monon" first were laid when James K. Polk of Tennessee sat in the White House and James Buchanan of Pennsylvania was Secretary of State. The War with Mexico was just ended by the treaty of Guadalupe Hidalgo. Internal improvements in canals, highways, and rail roads were being pushed forward enthusiastically in many States of the Union. Then was "The Monon" born! Not any other member of American Newcomen could do better justice to the history and influence of this long-established, energetic, and useful railroad than* JOHN WALKER BARRIGER *of Chicago, President of The Chicago, Indianapolis & Louisville Railway Company, namely: "The Monon." Few, if any, rail executives know as well both the history and the operations of the Class I railroads throughout the United States of America as does he. And, in this Newcomen Address, he is writing of his own system. Native of Dallas, Texas, graduate of the Massachusetts Institute of Technology, in the Class of 1921, first Newcomen Lecturer at Princeton University, Mr. Barriger*

Biographical Sketch of The Author

was with The Pennsylvania Railroad during 10 years; then with Kuhn, Loeb & Company, New York, and with Calvin Bullock & Company, Denver, in investment finance related to rail securities. With F. H. Prince of Boston, he was associated in preparing the well-known "Prince Plan of Railroad Consolidation," 1933. His work at Washington long will be remembered as Chief of Railroad Division, Reconstruction Finance Corporation, where he was closely associated with The Hon. Jesse H. Jones, Chairman of the Texas Committee, in American Newcomen. Railroad executive, economist, transportation analyst, author, student of history, Mr. Barriger delighted American Newcomen at Portland, Maine, in 1944, by his brilliant: "Sir Henry Thornton—Pioneer." Former Treasurer of the Washington Committee in this international society, Mr. Barriger today is a Vice-Chairman of the Indiana Committee, in The Newcomen Society of England.



My fellow members of Newcomen:

EVENTS OF 1846 stamped it as *the Year of Decision* in the final territorial expansion of the domestic domain of the United States of America.

The former Republic of Texas had just been added to the empire west of the Mississippi, acquired from France by the Louisiana Purchase of 1803. The Oregon Boundary Dispute was settled on June 15, 1846 by a treaty with Great Britain which recognized the claim of the United States to the vast lands lying west of the Continental Divide, between the 42nd and 49th parallels of latitude.

The Mexican War began on April 11, 1846 and ended with the ratification of the Treaty of Peace by the United States Senate on March 10, 1848. Through payment of $15,000,000, the United States obtained the vast area south of the 42nd parallel of latitude and west of the Texas Annexation down to the Gila River and the present southern limits of California.

These three great territorial acquisitions completed, in this brief compass of time, the forward surge of this Nation to the extent now embraced within all of its forty-eight States, except for the "Gadsden Purchase" from Mexico in 1853.

In this way, the United States fulfilled its manifest destiny to become a nation *of transcontinental proportions.* Its already well settled areas east of the Alleghenies were bursting at the seams to colonize and develop these new territories and to enlarge foreign trade.

❦ ❦

The railroad, distinctly a Hoosier institution, whose Centenary American Newcomen happily honors today, was born in Indiana on July 7, 1847, during that colorful period of dynamic expansion when the sixty-year-old republic of the United States was just attaining its full stature. What led up to the birth of this railroad, what ambitions for its useful and important service inspired its founders, what has been its destiny—into these we shall inquire.

It must be remembered that while the life span of American history embraces a little more than four and one-half centuries, but one-third of that entire period has passed since the United States became a nation.

While our institutions, character, and traditions were forged in the crucible of the first three hundred years, the economic and industrial development of the continent awaited the arrival of the railroads to unlock its vast treasure of internal resources and open wide the land for settlement. The railways, then, through private enterprise, developed North America with phenomenal rapidity; and in so doing transformed the United States from a weak nation into one of the great powers of the Earth.

❦ ❦

Railway history in this country begins in 1827-29. The story belongs to the Baltimore & Ohio and the Delaware & Hudson Railroads. The separate chapters have been eloquently told to Newcomen by two of its most distinguished and scholarly members, the late Lenor Fresnel Loree, the American Founder, and Colonel

Roy Barton White, who compliments us by his presence here today.

However, the railroads were still very new and only a few thousand miles of primitive track had been built in the more populous States to the east and south, when a few enterprising men in southern Indiana decided in 1847 that the two great waterways, Lake Michigan and the Ohio River, which well served the State's extremities, must be linked together by a railroad, in order to accelerate the quick and adequate settlement of its fertile prairies and commercial development of its hillside forests.

The railroad which we now affectionately call "*The Monon*," is so vitally interlaced with the development of the State of Indiana that we must digress to summarize significant dates and events which will serve as a background of its status in 1847, too.

When the United States of America was formed in 1787, the area west of Pennsylvania, north of the Ohio River and east of the Mississippi River, except for the "Connecticut Reserve" along the south shore of Lake Erie, was organized as the "Northwest Territories."

In 1800, that portion which lay west of the present Ohio-Indiana boundary, but extended on north through Michigan to Canada, was separately administered as Indiana territory, from Vincennes, as the territorial capital. Formation of Michigan territory in 1805 and Illinois territory in 1809 led to revision of the boundaries of the Indiana territory to compress it within the present area of the State.

The capital was moved to Corydon in 1813. It is now a little known town, located but a short distance west and south of the present city of New Albany. Indiana was admitted to Statehood on December 11, 1816. Corydon continued as the capital, but the seat of State government was moved to Indianapolis in 1820.

Present-day Americans are so accustomed to associating Indians with the west that one is apt to overlook the fact that all parts of North America were once the domain of the Red Man.

The very name of this great State—*Indiana*—attests forever its Indian origin and heritage.

❦ ❦

Every State in the Union and Province of Canada has its decisive chapter of early history which marks the end of Indian supremacy and the first onrush of white colonization in complete safety from attack or resistance.

That momentous event occurred in Indiana on November 7, 1811, when the territorial governor, General William Henry Harrison, overwhelmingly defeated an onslaught by the Shawnee Indians, led by the brother of their great chief, Tecumseh, who was known as "The Prophet." This decisive battle occurred on high ground above the Wabash River a few miles north of Lafayette, at the site of a present town appropriately known as Battle Ground. The *Monon* runs alongside of this national shrine, which is commemorated by a State Park that shelters a 92-foot monument to its victor.

The Battle of Tippecanoe contributed so greatly to General Harrison's prestige that he successfully campaigned for the Presidency in 1840 with the memorable slogan of "Tippecanoe and Tyler, too."

Unfortunately, this Ninth President of the United States contracted a cold during the course of his inaugural ceremonies which culminated in his untimely death soon after.

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The development of facilities of trade and commerce was a most pressing internal economic question confronting the United States and its component political subdivisions throughout the first century of its existence. Roads and canals afforded the only means of commercial access to vast areas not immediately contiguous to natural navigable waterways, until the railways began to thread their way west.

The prevailing deficiency of private capital, particularly in more sparsely settled States, led to State financing of early canal and highway projects, usually with unhappy results.

In 1836, Indiana inaugurated an ambitious plan to build roads, canals, and railways within its area. Three years later, the State was so burdened by $13,000,000 of debt incurred for these purposes that it was unable to bring its plans to completion; and later sought, by an Act of 1842, to dispose of unfinished works in a manner that would permit them to be completed by private capital.

A group of *seven enterprising residents* of Salem and New Albany, under leadership of James Brooks of the latter city, met in the town of Providence, now the *Monon* station of Borden, on May 20, 1847, to take necessary steps to organize the New Albany and Salem Railroad. Its function would be to acquire, in accordance with the Act of 1842, the right-of-way and unfinished work of the macadam road projected by the State between New Albany and Crawfordsville, although the immediate goal of the railway was Salem, 35 miles away, which thereby would be brought into direct communication with the Ohio River. New Albany, at that time with 7,000 people, was the largest city in the State and, like its more populous neighboring Kentucky city of Louisville, owed its location and growth to the falls of the Ohio River, providing a natural site for development of trade and commerce.

The required minimum of $10,000 of stock subscriptions having been fulfilled by May 30th, notice was given of a meeting of stockholders to be held in the store of James Brooks in New Albany on July 2nd, to elect thirteen Directors and proceed to organization of the company; all of which was effectuated on July 8th. However, the proclamation of the Governor which consummated these proceedings was not signed until July 31, 1847.

Much enacting and amending of laws by the Indiana General Assembly ensued, before all of the legal formalities were concluded, necessary to precede the full enfranchisement and adequate financing of the enterprise.

Construction funds necessarily were obtained from local sources. People who subscribed to capital stock of the new railroad were blessed by only moderate means and frequently experienced difficulty in meeting installments due upon deferred balance of subscriptions. This caused much embarrassment to the railroad. The municipalities along the route were importuned to subscribe for railway stock. The towns of Salem and New Albany promptly responded, and in due course others did likewise as the line moved north subsequently through future years to: Orleans, Bedford, Bloomington, and Crawfordsville.

The President, Mr. Brooks, estimated that building the 35 miles of line between New Albany and Salem would cost $235,000; and that $65,000 would be required to purchase necessary locomotives and cars. Construction began on May 3, 1848 at New Albany and proceeded northward. Cuts and embankments were made by hand with pick and shovel, assisted by wheelbarrows and horsedrawn vehicles. Power tools and machinery were unknown.

❦ ❦

The line between New Albany and Salem traverses a series of high hills known as "The Knobs," which introduced three summits with sharp ascents and descents in the northern portion of the line.

A number of deep cuts, some entailing excavations 35 feet deep, mostly of rock, were necessary there; and as the present line is on the original grade and location, these remain the road's most vexatious operating handicaps to this day. In the efforts of the locating engineer to hold both gradients and earthwork to a minimum, frequent curves, many of them of sharp degree, were used; and these, too, remain to hamper present movement of trains.

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Construction progress is evidenced by the length of successive *Independence Day* excursions. The excursion running northward out of New Albany, in 1849, terminated *three miles* beyond town; but on the same day of 1850 it ran for *22 miles* before reaching the end of the line. Trains reached Salem, the initial northern terminus, on January 14, 1851.

Track was of primitive construction: ties were spaced four feet apart, notches were cut in their ends to provide a seat for long wooden stringers placed at right angles to ties, flat iron bars called "strap rails" which were 2½ inches wide, ½ inch thick, and 6 or 7 feet long, and weighed 22 lbs. to the yard, were laid on top of the stringers and fastened down with spikes driven through the center of these strap rails. These soon were replaced by the then recently developed "T" section of rail, imported from England and from Wales.

❦ ❦

Even before the New Albany & Salem Railroad reached Salem, its ambitions to push on to the north led to its obtaining amendments to its charter, which then in effect authorized it to build anywhere in the State.

The northern terminus of the New Albany & Salem Railroad became Orleans, 21 miles north of Salem, and 57 miles from New Albany, when the first train was run into that town on New Year's Day, 1852.

For the record, upon an anniversary such as the present, we must direct some attention to details of progressive development, through the years.

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Bedford, 15 miles farther north, was reached on April 18, 1853; and the line entered Bloomington on October 11th of the same year.

By January 1854, tracks had been extended on to Gosport, on the north branch of the White River, 113 miles from New Albany.

❦ ❦

In order to follow the progress of the railroad *chronologically*, it is necessary to skip geographically over 57 miles of line, between Gosport and Crawfordsville.

The latter community had been seeking rail access to the Wabash and Erie Canal at Lafayette, 27 miles north; so, in 1846, a group of its citizens incorporated the Crawfordsville & Wabash Railroad Company to build a line fulfilling that purpose.

Difficulty of financing the project delayed completion of surveys until 1850, but construction followed promptly and the line was completed by June 1, 1852. Its owners wished to handicap their rival merchants at Lafayette in using it conveniently to distribute goods in the intervening area, so they terminated the Crawfordsville & Wabash Railroad at a point on the Canal and the Wabash River, about a mile south of town, and well away from the business district of Lafayette.

The business men of that city retaliated by building a plank road from there, close to Crawfordsville. This constituted an improvement over the mud roads of the day and temporarily attracted trade of the farmers away from Crawfordsville and into Lafayette.

Soon after the completion of the Crawfordsville & Wabash Railroad, the New Albany & Salem Railroad purchased control of the former, upon June 17, 1852; and subsequently extended its line into the City of Lafayette, which the first train entered on March 11, 1853.

Michigan City then became an immediate goal of the enlarged New Albany & Salem Railroad. No towns existed along the route, and the possibility of financing the construction of this 91 miles of line appeared to be an insurmountable obstacle, until the *Monon's* "roving charter" provided means of enabling a railroad from a neighboring State to cross a corner of Indiana upon the consideration of a stock subscription that provided the capital funds for this much needed extension.

The Michigan Central and the Michigan Southern, both now parts of the New York Central System, but then bitter rivals, were racing for Chicago, in 1851. The Michigan Central found itself blocked from entering Indiana through unwillingness of the legislature of that State, which was disposed to aid its rival and so refused to grant it the privilege of building on west towards Chicago.

In consideration of Michigan Central's use of the New Albany & Salem's "roving charter," the former purchased $500,000 of

stock in the latter railroad, out of which $400,000 was used to finance the line between Lafayette and Michigan City and the remainder for work south of Crawfordsville.

Construction contracts were signed in August, 1851 for building the Michigan City-Lafayette line, and the railroad was completed October 3, 1853. The now continuous line of rail from Michigan City to Crawfordsville was 118 miles in length. The New Albany-Gosport line was 113 miles; and a gap of 57 miles remained to be closed.

The work had been begun during 1852; the last spike was driven on June 24, 1854, and the first train ran over the entire *288 miles of line* between Michigan City and New Albany, *in 16 hours*, on July 3, 1854. The formal opening of the road between its termini on the Ohio and Lake Michigan were appropriately held on the Independence Day which followed.

Completion of the line, *within seven years of its inception*, was both an historic event and a great achievement, because it entailed expenditure of about $7,000,000 of capital; a tremendous sum in those days!

Completion of the road brought an end to the difficulties of financing construction; but financial problems of operation quickly followed for a railroad which served an area yielding only small revenues.

While the New Albany & Salem Railroad traversed counties rich in agricultural resources, lumber, and minerals and possessed the finest building stone in the Nation, yet it threaded but few important communities. It did, however, have some advantages. The Indianapolis & St. Louis Railroad was in operation by the time the New Albany & Salem crossed its line at Greencastle.

Completion of the broad-gauge Ohio and Mississippi Railroad —The Baltimore & Ohio's St. Louis extension—in 1857, and the opening of the Louisville & Nashville Railroad in 1859, provided

interline traffic; but the principal allies of the New Albany & Salem were the Cincinnati, Indianapolis & Lafayette and the Michigan Central Railroads, which together provided a direct line between Cincinnati and Indianapolis and Chicago.

The Panic of 1857 climaxed accumulating financial difficulties of the New Albany & Salem and led to a receivership, begun on October 1, 1858. It ended in a foreclosure and reorganization, with transfer of the property to the newly formed *Louisville, New Albany & Chicago Railroad Company*, on October 24, 1859. The new title was more representative of the geographical scope of the railroad.

It was inevitable that this road should play an important role in military transportation during the Civil War. Its strategic importance to the North would make it an object of Confederate action. This culminated in Morgan's Raid into Indiana, during July 1863, when the dashing and courageous Southern cavalryman proceeded north as far as Salem, tearing up tracks and burning the railroad's water tanks, bridges, and depots.

The Louisville, New Albany & Chicago Railroad also played an honored role in the final event of the Civil War, when, on May 1, 1865, the funeral train bearing the body of the martyred President Lincoln passed over its line between Lafayette and Michigan City, en route from Indianapolis to Chicago, upon a final lap of its long journey from the City of Washington to Springfield, Illinois.

Financial difficulties returned to the Louisville, New Albany & Chicago Railroad Company soon after the Civil War ended, and when extraordinary movement of troops and military stores had stopped.

These were aggravated by construction of the line between Lafayette and Kankakee, depriving the Louisville, New Albany & Chicago of participation in traffic between Chicago, Indianapolis, and Cincinnati. Between October 1, 1868 and December 27, 1872, the company passed through a second receivership and reorgan-

ization, emerging on December 27, 1872 as the Louisville, New Albany & Chicago Railway Company.

On September 3, 1872, the Indianapolis, Delphi & Chicago Railroad was organized to build a narrow gauge line between cities named in its corporate title; and it completed 40 miles of line from Rensselaer to Delphi, which was opened on September 4, 1879. This property was foreclosed and sold to a successor, the Chicago & Indianapolis Air Line Railway Company in 1880, which promptly proceeded to construct 43 miles of narrow gauge line from Rensselaer to Dyer, Indiana, not far from Chicago.

On May 5, 1881, the company was absorbed by the Louisville, New Albany & Chicago Railway through consolidation. The track of the former "Air Line" was promptly relaid to standard gauge, and completed to a junction with the Chicago & Atlantic, now the "Erie," near Hammond, on January 9, 1882. It was used to bridge the 1½ mile gap to a connection with the Chicago & Western Indiana Railway at State Line, which route the "Louisville," like the "Erie," used into Chicago.

Work also was pushed forward from Delphi, south to a junction with the Lake Erie & Western, now the "Nickel Plate," near Indianapolis. While completed in October 1882, local trains were not run into Indianapolis until March 24, 1883. The first through train was operated in May of that year.

In 1884, the use of the Chicago & Atlantic was discontinued upon completion of the Louisville, New Albany & Chicago's own line through Hammond to its present connection with the Chicago & Western Indiana Railroad.

On March 1, 1886, the Louisville, New Albany & Chicago Railway bought the Orleans, West Baden & French Lick Springs Railway, and then completed the construction of this important 17-mile line by April 1, 1887.

While completion of this branch to French Lick Springs and of the "Air Line" between Cincinnati and Indianapolis produced additional traffic and the latter provided a new and friendly connection to Cincinnati, yet these events were all too soon followed by a period of unfavorable economic conditions, culminating in the Panic of 1893.

❦ ❦

Financial embarrassment again overtook the line, which defaulted on its obligations. A receiver was appointed on August 24, 1896, foreclosure proceedings followed, and the road was sold on March 10, 1897. Reorganization ensued and the property passed to the *Chicago, Indianapolis & Louisville Railway Company*, incorporated on March 31, 1897.

In 1898, the Chicago, Indianapolis & Louisville Railroad incorporated the Indiana Stone Railroad, which within the ensuing year, built a 9-mile low grade cut-off between Clear Creek and Harrodsburg, points south of Bloomington. This still represents the only line relocation since the inception of the company.

❦ ❦

In July 1902, more than 87 per cent of the capital stock of this company was acquired by the Louisville & Nashville and by the Southern Railways. The shares were divided equally between them, and the two proprietary lines entered into a mutual agreement that their ownership in this affiliate would continue in equal proportions, in the event of future acquisition of additional stock.

❦ ❦

Under sponsorship of these two great systems of the South and aided by the general development of the State of Indiana, the *Chicago, Indianapolis & Louisville Railway* enjoyed a relatively long period of prosperity.

Its traffic and earning power were materially augmented by construction of a 47-mile line incorporated in 1907 as the Indianapolis & Louisville Railway, from a CI&L junction, 16 miles south of Greencastle, into the rich coal fields of southwest central Indiana. The branch remains the railway's principal source of tonnage of local origin.

The Chicago, Indianapolis & Louisville Railway prospered primarily from freight and passenger traffic of local origin. Such classes of business proved particularly vulnerable to traffic erosion caused by the Depression of the early 30's and the concurrent growth of competitive agencies of transportation.

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The Company once again proved incapable of withstanding a period of financial stress, when, on December 30, 1933, it succumbed to the longest period of bankruptcy in its history; one that terminated only on May 1, 1946.

So much for a long-drawn-out and somewhat tortuous corporate history!

❦ ❦

The Chicago, Indianapolis & Louisville Railway is small as American railroads go. It owns but little more than 500 miles of line, all single track and located entirely within the State of Indiana, although it has terminal affiliations which enable it to operate its freight and passenger trains into Chicago and into Louisville.

Truly, it is an Indiana institution! The Hoosiers regard it as their very own. Of such circumstance we, rightfully, are proud.

❦ ❦

Come to the 100th Year of its existence: and it is almost as much an institution of the State of Indiana as the capital itself, or the much fabled Wabash River!

Indiana folk prefer always to know it as "*The Monon*"; and that is the name today emblazoned upon its rolling stock.

The name was derived from the small village of Monon, incorporated in 1879 under the name which, in 1848, was given to a local post office and township. These, in turn, were taken from Big and Little Monon Creeks, which flow through towards the Wabash.

Monon is located at the intersection of the two main lines of the railway named for it, one line extending from Louisville to Michigan City, and the other from Indianapolis to Chicago.

The late and renowned George Ade, in brief but eloquent tribute to the *Monon*, gives the meaning of its name, in the last of the lyric paragraphs which follow:

"The traveler who wishes to see Indiana must go riding on the *Monon*. It was the first Iron Trail to be pushed from one end of the state to the other. That is why so many worthwhile things may be seen from the car window.

"The *Monon* pathway is by open prairies and deep woodland, across the Kankakee and Tippecanoe and Wabash, up to the gates of important cities, and through the quiet shades of college towns. It links the Ohio with the Grand Calumet and lays a friendly hand on factories, fields and quarries through an important chain of counties.

"The name '*Monon*' is Indian. It means 'swift-running.' The railway began to make history some ninety years ago. My first dream, as a Hoosier boy, was to ride away on the *Monon* toward the Heaven-piercing spires of Lafayette or Michigan City. The *Monon* is 'catty-cornered' to the whole State of Indiana, and all its trains are '*Hoosiers*.' "

And now, the *Monon* has earned the distinction of "*A Century of Service*" at the crossroads of America:—Indiana.

The year of its incorporation, 1847, was 100 long years ago; when those forward-looking Hoosiers of New Albany and Salem wanted a railroad to meet increasing transportation needs.

They wanted to go faster than horses, and in carriers with a capacity much greater than any carriage or any wagon.

They wanted trains—with chugging engines and clanging bells and screeching whistles. Trains that had cars for people and cars for freight. And they wanted tracks—railroad tracks—that would lead to places they wanted to reach.

So these Hoosiers—like most typical Hoosiers—went to work; and, with their own strong hands, they literally built the first thrilling miles of tracks for the new railroad.

Naturally, these folks looked upon this new railroad as *their* railroad—an intimate thing—a personal thing that belonged to them for their personal use.

Ever since that time, the *Monon* (Indian name for "swift-running") has been "our" railroad to the good people of the

State of Indiana! George Ade, James Whitcomb Riley, John T. McCutcheon, and Booth Tarkington are a few only of the many famous Hoosiers who could be listed among these intimate "friends of the road."

All have thought of it, and spoken of it, even have written about and "cartooned" it, with the same sense of *personal ownership* that prompts Hoosiers to speak of "our town"—"our school"—"our team"—"our church"—"our State House"—"our Circle."

❦ ❦

The *Monon* quickly became a part of the Indiana scene—a section of "Hoosier" life moving on wheels and upon tracks—the train a Hoosier used whenever possible, because it was *a Hoosier* institution—because it was a bit of "home" on wheels.

In these past one hundred years, *Monon* not always has met the highest ideals of railroad service. It has had shortcomings. But this same friendly road has served the people of Indiana for one hundred years, which is, in itself, deserving of recognition. Because, be it human, animal, or mechanical, nothing *can live for 100 years* without having something basically sound within it!

Such philosophy, in things American, appears well founded—among institutions that have survived and served: during ten successive and unbroken decades.

❦ ❦

So it is that *"The Hoosier Line"*—one hundred years young today—is celebrating not only a full century of service to Hoosiers and others, but celebrating the beginning of a "new century" which will integrate into it the best modern Engineering and Transportation standards.

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The swiftly accelerated pace of American industrial progress has intensified the demands upon the railroads to produce higher standards of service at lower unit costs. *Monon* is cutting the Gordian knot of this transition, through complete modernization of its equipment, its roadway, and its facilities.

Every aspect of modern life is a challenge to the railroads of America for improved service. Only the "prepared" can survive in this mighty forward surge of Modern Progress. *Monon* accepts the challenge! Movement of freight at high speeds, with safety and punctuality, to meet the needs of modern shippers, is exemplified by new *Monon* Diesel-powered fast freight service. Already well under way, this modernization plan will, when shortly completed, make the *Monon* the first completely Diesel-powered railroad of its size—modernized to serve shippers within Indiana and those using this natural "corridor" to speed the movement of precious cargo, between all sections of the Nation.

The *Monon* looks forward to the years ahead: with confidence and with optimism. Along with America's great railway systems as a whole, the *Monon* sees 1947-48—its 101st Year—as the dawn of a new era in swift, safe, and comfortable service, and "on-time" operation of fast-scheduled freight trains.

For a heritage of the past which has made possible our ambitious plans for the future, the present *Monon* management extends sincere thanks to loyal Hoosiers who have bequeathed *The Hoosier Line* to the present year and to the future century. Theirs is the inspiration.

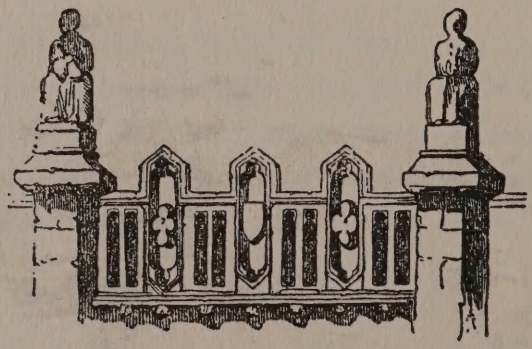
Because, after all, it is people *and people alone* who can put the warm blood and beating heart of life into a railroad *for a 100 years!*

We feel we are part of yourselves.

THE END

"Actorum Memores simul affectamus Agenda!"

THIS PILGRIMAGE ADDRESS, *based upon early history of "The Monon" (The Chicago, Indianapolis & Louisville Railway) and upon contemporary sources of life in Indiana a century ago, was delivered during the "1947 National Pilgrimage" of* THE NEWCOMEN SOCIETY OF ENGLAND, *celebrating the Centenary of "The Monon" and held at French Lick, Indiana, U.S.A., on August 6th-7th, 1947.* MR. BARRIGER, *the guest of honor, was introduced by* COLONEL R. B. WHITE, *President, The Baltimore and Ohio Railroad Company, Chairman of the Baltimore Committee, in The Newcomen Society of England. The Pilgrimage meetings were presided over by the* SENIOR VICE-PRESIDENT FOR NORTH AMERICA, *in this international body.* MR. BARRIGER *is a Vice-Chairman of the Indiana regional committee, a roster of whose Office Bearers is given in the following pages:*



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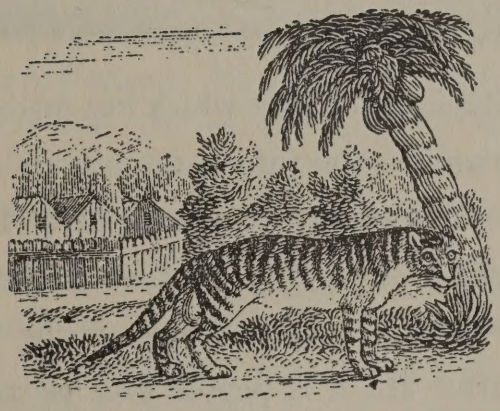

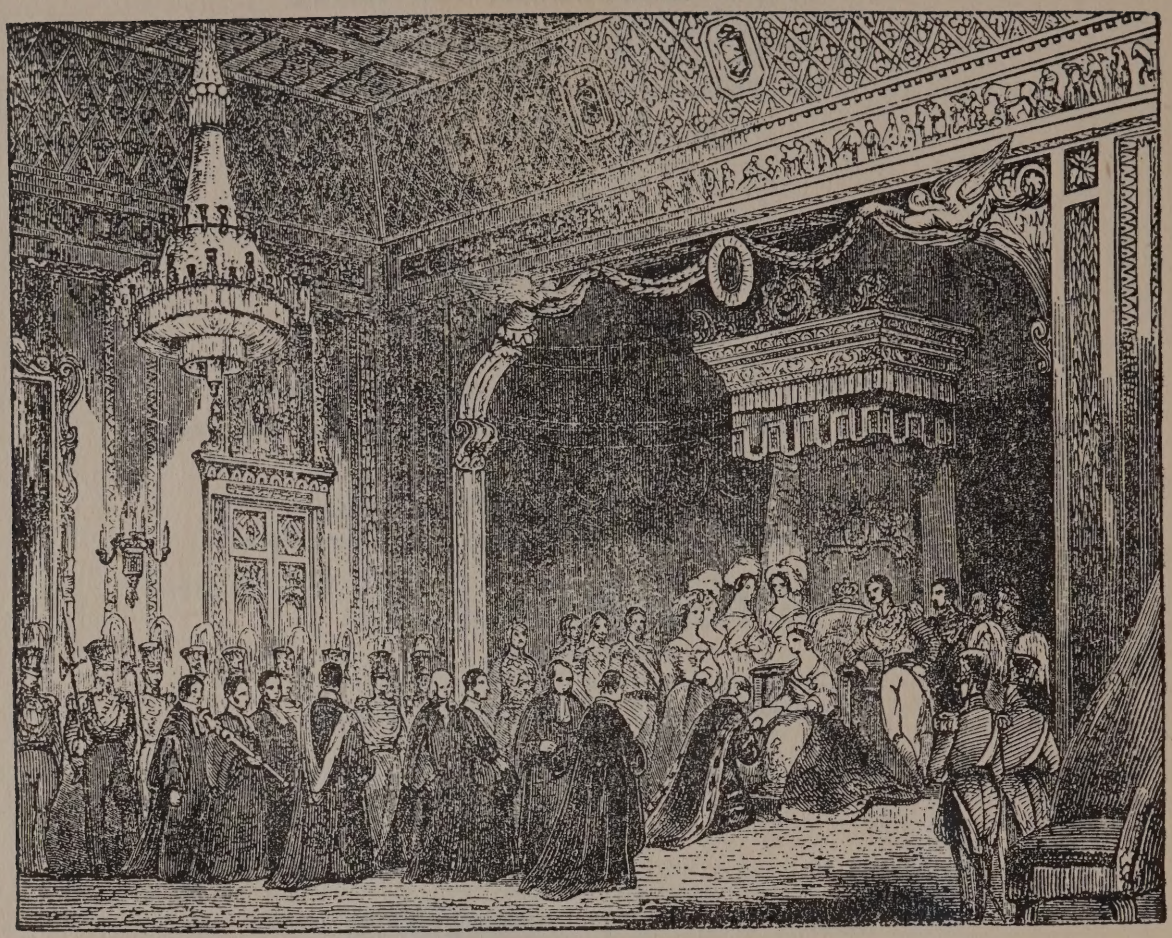

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"We feel we are part of yourselves."

—John W. Barriger

THE NEWCOMEN SOCIETY OF ENGLAND

IN NORTH AMERICA

BROADLY, *this British Society has as its purposes: to increase an appreciation of American-British traditions and ideals in the Arts and Sciences, especially in that bond of sympathy for the cultural and spiritual forces which are common to the two countries; and, secondly, to serve as another link in the intimately friendly relations existing between Great Britain and the United States of America.*

The Newcomen Society centers its work in the history of Material Civilization, the history of: Industry, Invention, Engineering, Transportation, the Utilities, Communication, Mining, Agriculture, Finance, Banking, Economics, Education, and the Law—these and correlated historical fields. In short, the background of those factors which have contributed or are contributing to the progress of Mankind.

The best of British traditions, British scholarship, and British ideals stand back of this honorary society, whose headquarters are at London. Its name perpetuates the life and work of Thomas Newcomen (1663-1729), the British pioneer, whose valuable contributions in improvements to the newly invented Steam Engine brought him lasting fame in the field of the Mechanic Arts. The Newcomen Engines, whose period of use was from 1712 to 1775, paved a way for the Industrial Revolution. Newcomen's inventive genius preceded by more than 50 years the brilliant work in Steam by the world-famous James Watt.

"The roads you travel so briskly
lead out of dim antiquity,
and you study the past chiefly because
of its bearing on the living present
and its promise for the future."

—LIEUTENANT GENERAL JAMES G. HARBORD,
K.C.M.G., D.S.M., LL.D., U.S. ARMY (RET.)

American Member of Council at London,
The Newcomen Society of England

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